

# Hongkong Daily Press.

ESTABLISHED 1857

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No. 16,693 號三十九百六十六萬壹第 日六初月九年三統宣 HONGKONG, FRIDAY, OCTOBER 27th, 1911. 五拜禮 號七十二月十年一十百九千一英港香 PRICE, \$3 PER MONTH.

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No. 1 ...	510 ft.	77 ft.	26 ft.
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" Breadth " " "	56 "	66 "
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[a715]

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Hongkong, 12th April, 1911. [a591]

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Hongkong, 4th December, 1907. [a522]

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Hongkong, 17th October, 1911. [1273]



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Correspondents must forward their names and addresses with communications, addressed to the Editor, not for publication but as evidence of good faith.  
All letters for publication should be written on one side of paper only.  
No anonymous signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.  
Telegraphic Address: Pines (Code: A.B.C. 5th Ed. Letter P. O. Box, 54. Telephone No. 12.

**BIRTH.**  
On October 21st, to the wife of Captain W. OWEN JONES, a son.  
**DEATH.**  
On October 21st, suddenly, at Shanghai, JOHN THOMAS MANLEY, Examiner, I. M. Customs, aged 59 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, OCTOBER 27TH, 1911.

A VERY verbose revolutionary manifesto, a translation of which would occupy nearly a whole page of the Daily Press, has come under our notice. It is remarkable for two things, comparative moderation of language and absence of aims. The publications of Chinese rebels almost invariably breathe blood and fire in every line, but the present document, with one exception, contains nothing that could not be equalled or surpassed from the editorial columns of the Yellow Press of England or the United States, and in many respects comes in a bad second to the language of Linchou or the ravings of KIM HADRIE. For once, the words of Chinese rebels are excelled by their deeds; the manifesto urges no worse violence than the slaughter of a decrepit mandarin, and that, too, only as a penalty for employing the military against the people, and contains not a single word against foreigners. But the comparative mildness of the language should not blind us to the danger of the sophistries it conveys. "Populus vult decipi" is far more true in China than in Europe, and it would be unwise to minimize the dangerous effect some of the specious arguments may have on the mind of an Oriental who is not

accustomed to guide his life by the stern rules of logic, but who knows that his taxes are increasing every year, that his money has been taken for railway construction and vanished into the capacious pockets of successive Viceroy and directors, and that the constitutional measures that have been inaugurated have produced no solid fruit, but only increased expenditure. Even more remarkable, though, is the entire absence of definite objective right throughout the pamphlet. No hint is given of the ultimate aim of the revolutionary party, nor of the purpose for which the men of the Empire are called upon to throw in their lot with them. The present Government is corrupt, oppressive, and useless; it must be cleared away—but what is to be put in its place? The nationalization of railways is objected to, but no other railway policy is hinted at, and the only reason given for objecting to the nationalization is that it was never debated in the nebulous Parliament. And this is typical of the whole of the revolutionary movement, and it is on this rock that it will ultimately be broken. The Manchukuo dynasty is to be overthrown, but what is to be substituted?—a Chinese dynasty, or a republic? If the former, where is the ruling House to be found, and for how long will it retain the suffrages of any considerable portion of the Empire? If the latter, what tie of union will there be between the heterogeneous provinces and dominions that now form the Chinese Empire? No revolution can succeed so long as it has such undefined aims. The average Chinese is a canny individual and values his skin too highly to risk it for the sake of seeing each province controlling its own railways, or of making Sun Yat Sen President of a Chinese Republic; still less would he do so could he be brought to realize that success for the revolution would mean the disintegration of China, and, possibly, his ultimate subjection to a yoke more alien to him than that of the present Manchukuo dynasty. In the first flush of enthusiasm, the rebels may gain (as they appear to have) temporary successes; but, in a body having no central purpose, dissension and discontent are bound to be produced whether success or failure be encountered. Previous successful rebellions have been under the influence of some predominant and central personality, or of some strong religious or fanatical motive, but no one can expect the personality of SUN YAT SEN, or the doctrine of HUNG HSU CH'UAN and his disciples for the Taipings, or Islam for the Panthay Rebellion.

The hired transport *Sowat* with the 1st Bn Royal Inniskilling Fusiliers will be detained at Ching-wang-Tao until further orders.  
For stealing a child from Hongkong a Chinese was yesterday committed for trial. He was found with the child on board a launch found for Mexico.  
The *Malay Mail* says it appears to be practically settled that the Singapore Government Railway will be leased to the F.M.S. Railways from January 1st next.  
A Chinese youth who stole his parents' clothing was yesterday ordered by the Magistrate to receive eight strokes with the birch and to be detained for 48 hours.  
The death has taken place at the General Hospital, Penang, of Mr. J. G. Richy, Acting British Adviser to Perlis, following an operation for amputation of the leg.  
Three Chinese found in suspicious circumstances in Granville Road were yesterday sentenced by Mr. Hazlewood at the Magistracy to six weeks' imprisonment and to be exposed in the stocks for four hours.  
Among those who returned from Home yesterday were the Hon. Mr. E. Osborne, Mr. T. K. Dealy, headmaster of Queen's College, Mr. Frank Browne, public analyst, Mr. T. H. King, Assistant Superintendent of Police, and Mr. E. J. Grist.  
Mr. T. Hayashi, manager of the Mitsui Bussan Kaisha branch at Singapore, has been transferred to Hongkong on promotion, says the *Free Press*. He is replaced by Mr. E. Omura, at present manager at Nagasaki, who arrived by the *Mitsushima Maru*. Mr. Hayashi is quite an old resident of Singapore, having been there twice, on each occasion for about five years, commencing the first period in 1897. His friends will wish him success in the well-deserved promotion that has come to him. Mr. Hayashi arrived in Hongkong by the *Mitsushima Maru* yesterday.  
After watching his son compete in two cycling events at the police sports on Saturday afternoon, Mr. John Manley, examiner of the Imperial Maritime Customs, became suddenly ill at the Public Recreation Ground at Shanghai and died in a few minutes. Mr. Manley fell to the ground, and on examination by Dr. Billingshurst, and others was found to be dead. The body was removed to the mortuary. The late Mr. Manley's son, Mr. G. N. Manley, had, only a few minutes before, won first place in the two-mile cycling event and second place in the three-mile event.

The trial commenced on the 12th instant at Sourabaya of Mrs. Haverstron De Vries, who is accused of having poisoned her former husband with arsenic. The Court refused her request made through Counsel to have the case tried with closed doors.

In the presence of several heads of departments and practically the whole staff of the Survey Office, at Penang, Mr. P. W. Richards, retired senior surveyor, Penang, has been presented with the Imperial Service Medal. The Hon. W. Evans, Resident-Councillor, made the presentation, mentioning that the medal was granted for long and faithful service. Mr. Richards has served in the department for 27 years, and three times has been specially mentioned for good work by the Deputy Colonial Engineer in his annual report. He rose from apprentice to senior surveyor.

THE ASSASSINATION OF THE  
TARTAR-GENERAL.

(FROM OUR CORRESPONDENT.)  
Canton, Oct. 25th.  
The Tartar-General, H.E. Fung Shan, was assassinated on landing this morning. It appears that when the General had almost reached the Execution Ground on his way to the Yamen some one stepped from the crowd and threw a bomb at the company. The Tartar-General was blown to pieces, and about thirty of his guards were seriously injured.

Nothing could be recognised of the remains of the General except a few shreds of clothing and his ring. Two bombs were thrown. The first, a small one, failed to take effect; the second, containing about 25 pounds of nitroglycerine, exploded with tremendous force, not only wounding a large number, as stated above, but wrecking and setting fire to several houses. Great consternation prevails in the city. A rumour is current here that the Powers will recognise the Revolutionary Government if they can maintain their position for the next three weeks. Hundreds of people are leaving the city.

## THE ALBERT MEDAL FOR MAJOR-GENERAL ANDERSON.

We have pleasure in recording that the King has been pleased to approve of the Albert Medal of the Second Class being conferred on Major-General C. A. Anderson, C.B., Commanding the Troops in South China, in recognition of his gallantry in saving life on the occasion of fires caused by explosions of cordite at Ferozepore in the year 1906.

The *London Gazette* of September 26th gives the following account of Major-General Anderson's services on that occasion:—

On the 30th August, 1906, a fire broke out in one of the magazines of the Ferozepore Arsenal comprising 5 cells, in which were stored cordite, small arms' ammunition and gunpowder. At an early stage the cordite, which was on a cordite, while from cell No. 9 where small arms' ammunition was stored, smoke was seen to be issuing.

Major-General Anderson, who directed the subsequent operations from a roof at the edge of the Magazine Compound, at a distance of some 20 yards, having ordered a person to be cleared out of the fort, and placed a Gordon round it at 1,000 yards distance, a steam fire engine was got to work and the fire party which had been organised commenced their highly dangerous task of clearing cell No. 8, in which was stored some 19,000 lbs. of gunpowder; they eventually succeeded in so doing, thereby cutting off the fire by the intervention of an empty cell. Had the powder in this cell exploded, the explosion must have been communicated to cells in an adjoining magazine, where 300,000 lbs. of gunpowder were stored.

## SUPREME COURT.

Wednesday, October 25th.

IN SUMMARY JURISDICTION.  
BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING PRINCIPAL JUDGE).

**ALLEGED FRAUD.**  
Chet Singh brought action against Juman Ali and Kamel Din to recover \$100 due under a promissory note dated July 4th, 1911.

Mr. J. H. Gardiner appeared for the plaintiff, Mr. Moore (of Messrs. Deacon, Looker & Deacon) represented the first defendant, and the second was represented by Mr. M. Reader Harris (of Messrs. Wilkinson & Grist).

Mr. Gardiner said the promissory note was signed by the first defendant, and the second defendant signed on the face of it as a witness. Plaintiff said a fraud had been practised on him, that the second defendant was a principal, and that the first was really a guarantor.

His Lordship—On the face of it, if a man signs as a witness can you sue him on the note? Mr. Gardiner—Your Lordship must bear in mind the fact that the lender of the money is an Indian who is not familiar with the English language.

His Lordship—Yes, I know, but are you suing for money lent or on the note? Mr. Gardiner—On the note.

His Lordship—Can you sue on the note? Mr. Gardiner—I submit it is a joint and several note. It was intended that both defendants should sign.

His Lordship—Can you show that the second defendant is really a party to the note? Mr. Gardiner—That is what I hope to do. I hope to prove that he was one of the principals, and that this is simply a ruse on his part to take advantage of an Indian who could not read.

His Lordship—I think you had better add a claim for money lent.

Mr. Gardiner agreed.

Mr. Harris asked his Lordship to reserve the question of costs, as in the event of the plaintiff succeeding he would ask for costs up to date.

His Lordship—If I think a lot of lies are being told, I shall not give any costs.

After hearing evidence his Lordship entered judgment and costs for plaintiff against the first defendant.

## TELEGRAMS. TELEGRAMS.

## THE REVOLUTION.

[DAILY PRESS' EXCLUSIVE SERVICE.]

## A LOAN FOR CHINA.

TOKYO, October 26th.

It is reported that the Yokohama Specie Bank has agreed to lend the Peking Government five million (yen?)

## PROTECTING JAPANESE INTERESTS.

TOKYO, October 26th.

Consular reports from the Yangtze agree as to the necessity for greater protection of Japanese interests at the river ports.

It is understood that the scout "Mogami" and the cruisers "Suma" and "Nittaka" will be despatched hence.

[FROM THE "CHUNG NGOI SAN PO."]

## REBELLION SPREADING.

SHANGHAI, October 26th.

The foreign drilled soldiers in Foochow and the capital of the Kwaichau Province have rebelled, and have captured both places.

General Yin Chang has met with a serious accident. (This is presumed to mean that he is either injured or killed.)

The sailors under Admiral Sah have mutined.

[THROUGH REUTER'S AGENCY.]

## REBEL PRECAUTIONS.

LONDON, October 26th.

Reuter's correspondent at Peking wires that the rebels are taking extreme precautions against excesses.

They are not anxious to do anything till they are prepared to administer them efficiently, and they are aiming at a bloodless revolution.

The Imperialists contend that one Imperial victory will crush the whole rebellion, which is merely sporadic.

## INNISKILLINGS REMAIN AT PEKING.

Reuter's correspondent at Peking wires that the departure of the Inniskilling Fusiliers for India has been countermanded and that other Legion guards are being considerably strengthened.

Five thousand troops have entrained for Hankow.

Wireless messages report an encounter to the north of Hankow to-day.

The rebels advanced to the Seven Miles Creek, and after an extended skirmish they subsequently retired a short distance.

## SCENES IN THE CHINESE ASSEMBLY.

LATER.

Reuter's correspondent at Peking states that violent scenes took place in the Assembly, which threatened to dissolve failing the dismissal and impeachment of Cheng Shun Hui, President of the Ministry of Communications, on the ground that he favoured foreign syndicates for the construction of railways.

## IMPORTANT SEIZURE BY ITALIANS.

LONDON, October 26th.

Two thousand Arabs were arrested at a town on the Tripoli and quantities of hidden arms were seized. Huts full of provisions and ammunitions were burned.

## FATAL FIRE AT WALWORTH.

LONDON, October 26th.

A family of four were incinerated by a fire which broke out in a newsagents and fireworks shop at Walworth. The father, who was blazing like a torch, had to be forcibly restrained from rushing back into the flames to their rescue. He was taken to the hospital in a critical condition.

## AUSTRALIAN DREADNOUGHT LAUNCHED.

LONDON, October 26th.

Lady Reid, wife of the Commissioner for the Commonwealth, launched the Dreadnought cruiser *Australia* at Clydebank.

The *Australia* is a sister ship to the *New Zealand*.

The ceremony was attended by large crowds, which included many Australians and Colonials.

## TELEGRAMS. TELEGRAMS.

## BRITISH POLITICS.

[THROUGH REUTER'S AGENCY.]

## IRELAND AND HOME RULE.

LONDON, October 25th.

In the House of Commons Mr. John Redmond stated that the Irish Party intended to propose certain amendments to the Home Rule Bill which the Government would undoubtedly accept.

The statement was received with ironical cheers.

## CHAIRMAN OF WAYS AND MEANS.

MR. J. H. WHITLEY HAS BEEN UNANIMOUSLY APPOINTED CHAIRMAN OF WAYS AND MEANS.

## THE INSURANCE BILL.

Mr. Asquith strongly defended the limitation of the discussion on the Insurance Bill. The Bill, he said, must receive the Royal assent this year, or the benefits to the masses would be postponed for a year. Mr. Lloyd George had had to see hundreds of deputations, and did not spare trouble or time in meeting objections or criticisms.

## MR. BALFOUR'S SCATHING ATTACK.

Mr. Balfour made a long and scathing attack upon the Government, during which he was loudly cheered. He was dismayed at Mr. Asquith's limitation of discussion on the most complicated Bill of the century, and affirmed that the institution of "kangaroo closure" was a Parliamentary scandal which did not leave the House with any shreds of liberty. Having destroyed the Lords, the Government were now destroying the Commons. (Loud cheers.)

## FOREIGN RELATIONS.

In the House of Lords, Lord Morley said it was a matter for enormous satisfaction that the Franco-German discussions in relation to Morocco had at last come to a conclusion which, in the opinion of those in authority at Berlin and Paris, would be acceptable to the people of both countries; and that Italy had ordered the re-lighting of the Italian lights in the Red Sea.

## THE TERRITORIALS.

Lord Haldane, speaking at Birmingham, said he believed that the Territorials had come to stay and develop, and that they may some day be based upon compulsory service (Loud cheers.) He did not see the possibility of compulsory service at present, but he was anxious that we should not fall between two stools.

## THE GUILLOTINE.

LATER.

The House of Commons by 220 votes to 103 passed the guillotine closure on the Insurance Bill. The Government made some concessions, allowing 22 days for the discussion of the Bill.

Mr. Austen Chamberlain accused Mr. Asquith of forcing the guillotine upon the House in order to make a precedent for the Home Rule Bill. He denounced the Insurance Bill as an immoral attempt to bribe the working classes.

Mr. Lloyd George said Mr. Chamberlain's remark was about the limit. If anything was more immoral than a bribe—it was promising a bribe, getting votes, and then not giving it.

## LATER.

The debate on the Insurance Bill was interesting owing to the veiled and open references to Home Rule.

Mr. Asquith concluded his speech by declaring that the Government in the future would not hesitate to apply the closure by compartments to great projects of legislation.

This evoked Mr. Balfour's outburst of accusing Mr. Asquith of creating a precedent for not leaving the House any shreds of liberty.

Mr. Redmond described Mr. Balfour's speech as the first shot in the Parliamentary campaign on Home Rule. It was aimed at protracting the Insurance Bill until next year in order to destroy the 1912 programme.

The *Daily News* states that the Labour Party has split on the Insurance Bill. Messrs. Snowden, Lansbury, Jowett, and Thorne have refused to pledge their support to the measure, and form an independent group.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

October 25th.

**VICEROY MEMORIALISES THE THRONE.**  
Having the welfare of the nation and the present dynasty at heart, Viceroy Chang has memorialised the Throne concerning the present situation in the Central Provinces. He first stated that the success of the revolutionists has had the effect of making the hearts of the people turn to the revolutionary cause, and that consequently the very existence of the present régime is jeopardised. He then urges the Throne not to interfere with the direction of affairs of State, but to leave the same to the care of capable and responsible Ministers. Taxation is then mentioned. His Excellency points out that the people are groaning under the weight of the taxes placed upon them, and he suggests that for the present, at all events, the modern innovations and reforms costing so much money should be stopped, and the taxes taken off. He then earnestly begs the Emperor to issue a proclamation to the whole people laying the blame for the present situation on himself and promising to call together a National Assembly or parliament next year. By these methods the Viceroy hopes that the allegiance of the people to the Throne will be restored and the Empire be once more at peace. It is said that the wording of this memorial is very strong.

## TREATING THE TROOPS.

The Viceroy recognises that at all hazards the loyalty of the troops here must be maintained, and he is doing all in his power to create a good feeling between the men and the Government. Yesterday dispatches were sent to the officers in command of the various regiments to furnish the number of men in each regiment and take a report of this number to the Treasury, when the Treasurer would at once hand over a sum of money to be spent in giving the men a grand feast.

## AMMUNITION FOR HUPCH.

News has reached here that the royalist forces in Hupch are very short of ammunition, and that for this reason they are unable to make headway against the rebels, who seem to be wonderfully well supplied with munitions of war. Orders have therefore been sent to the Director of the Provincial Arsenal to send all the ammunition that can be spared to the North at once. Yesterday a large gang of coolies was engaged from dawn to dusk in carrying loads of shell and cartridges on to a cruiser, which immediately steamed off to the North as soon as her dangerous cargo was got on board.

## THE REVOLUTION AND ROBBERIES.

Since the news of the rebel successes in the Hupch province reached this province the robbers in the country districts have become bolder, and in many places people are living in terror of their lives. Nearly all these robber gangs pretend to be revolutionists and all belong to societies which are more or less anti-dynastic in character. So serious has the situation caused by these rascals become that there are not wanting those who consider the safety of Canton itself to be imperilled by the presence of these robber bands on the outskirts of the city. A meeting of the principal inhabitants is to be held to-day in the Man Tan Shui Yuen to discuss means for protecting the city and preserving the public peace.

## TO GUARD THE TREASURY.

In the great street known as *Sheng Moon Tai* is the South Gate, on the top of which is a pagoda-like structure known as *Kung Pak Lau*. This tower commands a fine view of the city and especially of the Provincial Treasury, which is close at hand. It is the desire of General Lung to garrison this tower with a company of soldiers who may keep watch day and night on the Treasury. Nearly all the shops in this street, however, have erected awnings and wind shoots of matting, thus obstructing the view. The General ordered the immediate removal of these structures, but at a meeting of the *Kung-fong* it was resolved to resist this demand and to let the awnings remain where they are. The General is now considering what steps he will take to enforce the carrying out of his order.

## CITIZENS AND SOLDIERS.

A night or two ago there was a fracas between a body of Kwong Sai soldiers and some citizens at the foot of the Kwong Yam Hill near the North Gate. It is not quite clear how the trouble began, but there was a general scuffle for several minutes. Other soldiers on the top of the hill, seeing their comrades engaged in strife, began to fire at the citizens, who promptly took to their heels and fled. Later an enquiry was held, and those soldiers who had taken part in the fight were punished.

A serious accident, of which more will probably be heard in the police court, occurred in the godown of Messrs. Katz Brothers, says the *Straits Times*. It appears, from the report made to the authorities, that a German traveller employed by the firm was testing an automatic pistol, and to that end he pumped six bullets into the door of a closet without taking the precaution to see what was behind the door. He was soon made aware, however, by screams emanating from the place, and, opening the door, it was found that a young Chinese shop assistant was inside. By that time, however, the damage had been done. Two of the bullets had lodged in the man's leg and a third in his arm. He was immediately removed to hospital, but it is understood that his injuries are not extremely serious. Meanwhile, the police are investigating the circumstances, and the traveller will be arraigned on a criminal charge, probably that of committing a rash act.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and not to the business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.T. 5th Ed-Lieber's.

## NEW ADVERTISEMENTS

HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

## NOTICE.

I HAVE TO DAY RESUMED CHARGE of this Company's Business. EDWARD OSBOENE, Secretary. Hongkong, 26th October, 1911. [1299]

## WANTED.

FURNISHED ROOM with Board in Kowloon, for 1st November. State terms. 123. Care of "Daily Press" Office. Hongkong, 3rd October, 1911. [1232]

## SHORTHAND AND TYPEWRITING.

PUPILS prepared for Theory, Intermediate and Advanced Certificate. "TOUCH SYSTEM" of Typewriting; rapid advancement. For terms, apply— "TOUCH SYSTEM," Care of "Daily Press" Office. Hongkong, 24th October, 1911. [1238]

## IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION. IN THE MATTER of the COMPANIES' ORDINANCE 1865 to 1890 and IN THE MATTER of the KWONG HIP LUNG COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a Petition has been presented to the Supreme Court of Hongkong by J. W. LEE-JONES of the Supreme Court of Hongkong, Barrister-at-Law, the Official Liquidator of the above-named Company, that a scheme of arrangement as set out in the said Petition and in two Agreements thereto annexed (a) an Agreement dated 23rd day of October, 1911, made between the Company and the said J. W. LEE-JONES of the first part the present shareholders in the said Company of the second part and HERBERT JOHNSON GEDGE of the third part (b) an Agreement made the 23rd day of October, 1911, made between the Company and the said J. W. LEE-JONES of the first part the said HERBERT JOHNSON GEDGE of the second part and the creditors of the Company of the third part, may be sanctioned by the said Court so as to be binding on all the creditors and contributories of the Company and on the said Official Liquidator. And that the said Petition has been directed to be heard before the said Court sitting in November, 1911, and that any of the said creditors or contributories desirous of opposing the making of an Order to confirm the said scheme of arrangement should appear at the time of hearing by himself or his Counsel for that purpose and that a copy of the Petition and the said two Agreements will be furnished to any person entitled to the same by the undersigned on payment of the regular charge for the same. Dated this 25th day of October, 1911. JOHNSON, STOKES & MASTER, Solicitors for the Petitioner, Hongkong. [129]

## THE OXYGEN &amp; DRUM CO., LTD. OF LONDON.

Managing Agents at Shanghai, The Asiatic Petroleum Co., Ltd. Sales Agents at Shanghai. Samuel & Co., Ltd.

THE above Company beg to notify SHIP-PEERS, ENGINEERING WORKS, DOCK COMPANIES, and others connected with the working of Iron and Steel, that their Factory at Nan-ma-teu (Shanghai) is nearing completion and that they will be prepared to supply COMPRESSED OXYGEN AND ACETYLENE IN CYLINDERS, COMPLETE AUTOGENOUS WELDING SETS, WELDED DRUMS IN ALL SIZES. They would also draw the attention of HOSPITALS and the MEDICAL FACULTY to the fact that they will be prepared to supply PURE OXYGEN in Cylinders in any quantity. Further particulars may be obtained from the undersigned, at HONGKONG. For THE ASIATIC PETROLEUM Co., Ltd., N. L. WATSON. Hongkong, 17th October, 1911. [1274]

## ON SALE

## AT THE

## HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE PLANS OF THE SI-KIANG or WEST RIVER. PRICE ONE DOLLAR. Giving all the Important Towns on route from CANTON to WUCHOW. [1197]

## PUBLIC COMPANY

## GULAKALUMPONG ESTATES, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 31st October, 1911, both days inclusive. By Order of the Directors, LOWE, BINGHAM & MATTHEWS, Colonial Registrar. Hongkong, 7th October, 1911. [1253]

## INTIMATIONS

## BOXING! BOXING!

## GREAT BOXING CONTEST, CITY HALL.

TO-MORROW (SATURDAY), 28th Oct., 1911, Commencing at 9 p.m. sharp.

## MAIN EVENT:

15 Rounds for a Purse of \$1,000, JACK BLACKMORE (Australia), and

## DICK HANNAFORD

(Ex-Heavy-Weight Champion of the Navy). PRIZES:— Ring Side, \$5; \$3 and \$2. Soldiers and Sailors in uniform \$1 to the \$2. Seats only. Booking at MOUTRIE'S. Late Cars. Hongkong, 25th October, 1911. [1292]

## NOTICE.

THE Partnership hitherto existing between us, the Undersigned, as Solicitors under the name of D'ALMADA & SMITH, has been Dissolved as from This Date.

Mr. F. X. D'ALMADA & CASTRO will from This Date carry on Business at 33, Queen's Road Central, and Mr. CROWTHER SMITH at Old Treasury Buildings, Pedder Street.

F. X. D'ALMADA & CASTRO. CROWTHER SMITH. Dated the 25th October, 1911. [1291]

## FOR SALE

## FOR SALE.

YACHT "CASTLE PEAK," sails, anchors, accessories. On View C. Y. C. anchorage. For particulars apply, Mr. OTTO KONG SING, Solicitor, 12, Queen's Road Central. Hongkong, 16th October, 1911. [1246]

## FOR SALE.

DERBINGTON, 7-Roomed House, Pool Real, beautiful situation. For Terms, apply to— C. SCHROTER, Care of Messrs. G. & J. H. B. Smith, Hongkong, 10th July, 1911. [923]

## BROWN, JONES &amp; Co.

ITALIAN MARBLE FIGURES, CROCHES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock. WREATHS with Glass Shades from \$4 up. BROWN, JONES & Co., 41, Morrison Hill Road. Telephone 423. Hongkong, 18th October, 1911. [776]

## AUSTRALIAN BUTTER.

There is Nothing better than the best. We keep it. Do you want it?

## FOUR BRANDS!

## FOUR PRICES!

Fresh, Sweet, Firm and cold as ice.

## THE DAIRY FARM CO., LTD.

## STOCKTAKING SALE.

(FOR 15 DAYS ONLY.)

## SILK FANCY GOODS

of all kinds

At Extremely Low Prices.

## BARGAINS! BARGAINS! BARGAINS!

## D. CHELLARAM,

56, Queen's Road. Hongkong, 2nd October, 1911. [1217]

## JUST UNPACKED!

## BEST AND MOST RELIABLE ARTICLE

## "CAREICKOO,"

## SOAP SHRUNK

FOR Shirts, Pyjamas and Blouses; ALSO

Silk and Woolen Flannels.

## HOOSAIN-ALI &amp; Co.,

No. 14, Queen's Road Central, Hongkong, 7th October, 1911. [1072]

## INTIMATION

## LANE, CRAWFORD &amp; CO.,

(TELEPHONE 97.)

## SPORTS SEASON 1911 - 1912 FOOTBALLS, ASSOCIATION AND RUGBY.

THE GENUINE "McGREGOR" as used in International Matches. \$10.50 each.

OTHER MAKES FROM \$6.00 each.

CRICKET BATS FROM \$6.00 each.

STUART SUBRIDGES PATENT "RAPID DRIVER" \$16.00 each.

DUKE'S AND BUSSEY'S CRICKET BALLS \$1.00 to \$5.50 each.

LEG GUARDS. BATTING GLOVES. \$5.00 \$6.00 per pair. \$5.00 to \$8.00 per pair.

HOCKEY STICKS FROM \$3.50 each.

SPECIAL "CLUB MATCH" STICK \$3.75 each.

HOCKEY BALLS, \$1.00 to \$3.50. SHIN GUARDS, \$3.00 per pair.

KNEECAPS, ANKLE BANDAGES, ETC.

GOLF CLUBS, BALLS AND CADDY BAGS.

## LANE, CRAWFORD &amp; CO.

## DENTISTRY

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A. Telephone 126. Hongkong, 27th January, 1910. [1193]

## SIEN TING

SURGEON DENTIST, 12, QUEEN'S ROAD CENTRAL.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [1171]

## GRACA &amp; CO.

Pedder St. (Hongkong Hotel Building). Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c. Just Received a Fine Selection of FLOWER and VEGETABLE SEEDS. Also for Sale A few rare Mexico provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent surcharged Out Stamps. Inspection Invited. [1221]

## NEW CARTRIDGES.

Popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG. at \$6, \$7

and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1272]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken

Hongkong, 31st July, 1907. [1271]

## 報新外中港香

CHUNG NGOI SAN PO (Chinese Daily Press).

PUBLISHED DAILY, the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS. Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

## BANKS

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000  
RESERVE FUNDS:—  
STERLING ... \$1,500,000 at 2/—\$15,000,000  
SILVER ... \$16,750,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.  
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MANAGER: Shanghai—H. B. R. HUNTER.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent per annum.

For 6 months, 3 per cent per annum.

For 12 months, 4 per cent per annum.

N. J. STABB, Chief Manager. Hongkong, 5th October, 1911. [19]

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000  
SUBSCRIBED ... 1,125,000  
PAID UP ... 562,000  
RESERVE FUND ... 325,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

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LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits as under:—

For 3 months 2 1/2 per cent per annum.

For 6 months 3 per cent per annum.

For 12 months 4 per cent per annum.

F. C. MACDONALD, Acting Manager. Hongkong, 14th July, 1911. [938]

## BANKS

## THE SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 49,000,000  
PAID-UP CAPITAL ... Yen 30,000,000  
RESERVE FUND ... Yen 17,150,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Amoy-Hsien Liao-Yang Ryojun (Port Arthur)  
Bombay London San Francisco  
Changhai Lyons Shanghai  
Dairen (Dairen) Nagasaki Tientsin  
Fongtien (Mukden) Newchwang Tientsin  
Hankow New York Tokyo  
Hosolala Osaka  
Kobe Peking

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager. Hongkong, 25th September, 1911. [441]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 185

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000  
RESERVE FUND ... £1,625,000  
RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.

for 6 months 3 1/2 per cent.

for 3 months 3 per cent.

WM. DICKSON, Manager. Hongkong, 2nd May, 1911. [148]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by THE HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3 1/2 per cent per annum.

Depositors may transfer at their option balance \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION. N. J. STABB, Chief Manager. Hongkong, 24th January, 1911. [127]

## NEDELANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCE BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 12,401,050 (£1,033,421)

Reserve Fund Fl. 3,552,137.01 (£271,613)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANKCORPORATION.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 per cent per annum.

6 do. 3 1/2 do.

3 do. 3 do.

C. WOLFFINGH, Manager. Hongkong, 15th August, 1909. [124]

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Tientsin, Yokohama.

HONGKONG OFFICE: 3, DES VOEUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911. [659]

## INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$1,250,000

RESERVE FUND ... Gold \$1,250,000

Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: 36 Bishopsgate.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 per cent per annum.

For 6 months 3 1/2 per cent per annum.

For 3 months 3 per cent per annum.

GEORGE HOGG, Manager. No. 9, Queen's Road, Central. Hongkong, 21st February, 1911. [1237]

## TO LET

## TO LET.

"CREGGAN," 39, THE PEAK.

GODOWNS, 151 to 155, PRAYA EAST.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st October, 1911. [113]

## TO LET.

OFFICES on 1st and 2nd Floors now in course of erection at No. 6, DES VOEUX ROAD to be let.

Apply to— DAVID SASSOON & Co., Ltd. Hongkong, 19th September, 1911. [1168]

## TO LET.

No. 34, QUEEN'S ROAD CENTRAL (SHOP), opposite The Old Post Office, No. 24, D'AGUILAR STREET, suitable for Godown, etc.

Lately occupied by Vienna Café & Co. For Particulars, etc., apply to— CHANG FAT, Care of Yee Sang Fat, Same address, YEE SANG FAT & Co. Hongkong, 5th October, 1911. [1243]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.



AS SUPPLIED TO THE HOUSE OF  
LODS AND HOUSE OF COMMONS

## THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne  
of Greenock and has been sold as No. 4 since 1831

## SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., Ltd.

1223

### When "Only Middling"

your health is very far from  
satisfactory. The slightest  
knowledge of pathological  
science is sufficient to inform  
us how precarious is the con-  
dition of the person who is  
"only middling." The power of  
disease-resistance is practically  
nil, & an ordinary atmospheric  
change or dietetic irregularity  
may lay you up for weeks.

### Take

care therefore that you possess  
nothing less than vigorous,  
robust health. Just as nothing  
succeeds like Success so there  
is no better guarantee of sus-  
tained health than never to let  
yourself run down. Conse-  
quently if you are not feeling  
up to the mark get yourself  
into tip-top condition at once,  
by taking a few doses of

## BEECHAM'S PILLS.

Specialty suitable for  
Females of all ages.

Sold everywhere in boxes, price 6d. (15 pills),  
4/6 (50 pills) and 7/6 (100 pills).

## SUCCESS IN BUSINESS.

### AN INSTRUCTIVE ADDRESS.

(Continued from yesterday's issue.)

IV. ESSENTIALS.  
Many of you may be desirous of knowing  
what I consider the essentials for success in  
business. These essentials I shall treat under  
two headings:  
(a) Personal.  
(b) Educational.

The personal qualifications which all business  
men should possess are very largely enhanced  
by their educational training; inherent good  
personal qualities are valuable, but they usually,  
less much of their worth if not backed by  
educational efficiency. One has but to study  
the lives of some of our successful men  
to see what an important part these personal  
and educational qualifications have played in  
their success. That there are many notable ex-  
ceptions I readily admit; but, by close exami-  
nation, you will find in all such cases there have  
been counter influences on the one hand which  
have made up for the deficiencies on the other.  
When one thinks of such names and reads the  
lives of such leaders in commerce as Sir W. D.  
Farran, Mr. J. S. Fry, Sir John Aird, Sir S.  
W. Wills, Mr. Andrew Pease, Mr. George  
Cadbury, and a whole list of other successful  
men, it will be seen that hard work,  
strenuousness, good temper, discipline and  
the practice of such virtues as patience,  
forbearance and fair dealing are the prin-  
ciples which led to their success. The late Sir  
Sydney Waterlow, Bart., founder of the great  
printing house which bears his name—was  
fond of recalling that as an apprentice he  
used to sleep beneath his composing frame  
ready for "work" at any hour of the night.  
The Rt. Hon. W. H. Smith—who became First  
Lord of the Admiralty and Leader of the  
House of Commons—started life as a printer's  
devil, and was compelled by his father to  
graduate through every division of the printing  
and publishing business before stepping into  
a position of ease. Edison as a boy sold news-  
papers on the curb; later installed a printing  
press on a transcontinental train, set up  
machines and distributed a newspaper of which  
he was the whole staff; later still by hard study  
he found himself in his proper inventive and  
scientific environment, thinking nothing, even  
to this day, of spending a whole week on and in  
his laboratory when hypnotised by a promising  
problem. Again, take veterans like Lord  
Strathcona and Mount Stephen, both of whom  
went as poor lads to Canada, to be the eventual  
pioneers of the Canadian Pacific Railway.  
All these had real "grit"; none had high  
educational qualifications; but they had the  
personal qualities of natural untutored and  
unrestrained urbanity, they were not ashamed  
to start on the bottom rung of the ladder of life,  
they were born-learners of hard work, dogged,  
mapped out their future course and kept dead  
to it, their persistence overcoming all rebuffs,  
and their reward was "Success." Thousands  
of examples could be cited from all parts of the  
world where the like concurrence of these quali-  
ties has had the like result. I have merely given  
illustrations which come rapidly to my mind.  
But I cannot forbear mentioning two in-  
stances which relate to the bearing of educa-  
tion on ability. Brassey—grandfather. I  
believe, of the present learned Lord Brassey—  
the construction contractor in early railway  
days, was reported to be unable to write his  
name; but he could measure off the track of a  
projected line of railway and mentally calculate  
out labour, quantities, etc., with such exactitude  
that he was the most successful contractor of  
his time, the satisfaction of the company, and  
certainly to his own material benefit.  
George Stephenson, the father of the loco-  
motive, whilst an inventive genius, was an  
excellent conversationalist. At a dinner he  
happened once to be drawn into an argument on  
a mechanical or engineering problem by a  
valuable guest, who discomfited Stephenson en-  
tirely. They arranged to meet a week later. The  
interval was spent by Stephenson in consulting an  
eloquent lawyer in the technicalities of the  
question, and when the discussion was renewed  
the "valuable" one caught a tartar; the  
arguments were the engineer's, but the barbs to  
them were furnished by the trained intellect of  
the accomplished advocate.

V.—PERSONAL QUALIFICATION.  
The day when personal influence alone was  
the only requisite for securing an appointment  
is very largely passed—and, unless a seeker  
after employment is able to present some  
proofs and come successfully through tests of  
his practical ability, there is to-day little chance  
of securing any but the lowest positions.  
Personal Essentials are:—Character, thorough-  
ness, method, accuracy, tact, punctuality and  
regularity. Initiative, sobriety and hard work,  
all of which I will treat separately.

Good Character is no doubt the most impor-  
tant qualification for a business calling, and it  
is one which tends to elevate and dignify every  
phase of life with which it is associated. A  
man of average abilities, and even of moderate  
education, may possess this qualification and by  
it succeed in business. The world to-day, as in  
the past, is ruled by men of good character, by  
which phrase must be understood men who are  
consistent, honourable, upright, and of unques-  
tionable integrity. As the poet phrases it:  
"An honest man's the noblest work of God."  
Thoroughness is shown by scrupulous atten-  
tion given to detail, by a determination to sur-  
pass nothing which may be temporarily ham-  
pering, however trivial; and by a steady, contin-  
uous exhibition of zeal, in place of spasmodic  
activity and efforts by fits and starts, in the  
performance of all duties. It is a quality closely  
allied to method and accuracy. It insulates  
one and obviates, or checks, or corrects mistakes,  
and is therefore an economiser of time and a  
preventative against complaints and dissatisfac-  
tion. The "thorough" man is always certain of  
his ground; the "slapdash" worker  
lives in a state of high fever, not knowing from  
one moment to another when he may receive a  
knock-out blow through neglecting the simple  
means of defence with which a cultivation of  
thoroughness would have equipped him. Thorough-  
ness is a pearl of great price; sloven-  
liness the quintessence of all that is bad. To be  
thorough is to be certain; to jump at conclusions  
is to land one on a mountain of doubts.  
Thoroughness spells "Victory" all the time, as  
certainly as haphazardness and carelessness  
spell "Defeat and Disgrace." The "thorough"  
man conquers; the "non-thorough" man is  
always outgunning his brains for loopholes  
of escape from the terrors of his own creation.  
Need I ask you which is the better man?—or  
which is the man that will make his fortune,  
and which the one who will be eventually bank-  
rupt and pauperised?

Method, like character, may be good or bad.  
Good method is a most valuable commercial as-  
sistant. Without it, or by the application of  
bad method, success in business is almost  
impossible. With a man of good method,  
the neatness of his work, the proper loca-  
tion of stock or papers with which he has  
to deal, the arrangements made for the duties  
to which he has to attend, the record he keeps  
of matters he has to follow up or bear in mind  
for future date; in fact, the method he applies  
to all he undertakes becomes apparent to the

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[1130]

most unobtrusive man who comes in business  
contact with him. Under method there is a  
time and place for everything; it ensures that  
everything is done at the right time and place  
everything in its correct place; it is ever ready  
for emergencies; it is a great economiser of time,  
space and expense, and ensures against errors  
and thereby obviates worry. It is, therefore,  
advisable to give the greatest possible attention  
to cultivating habits of method in all matters.  
Substitute for method the word order in its full  
meaning. An author whom I cannot trace, or  
to whom I would give the due of quoting his  
name, has well said:—"What comfort, what  
strength, what economy there is in order—  
material order, intellectual order, moral  
order. To know where one is going and  
what one wishes this is order; to keep one's  
word and one's engagements—again order; to  
have everything ready under one's hand,  
to be able to dispose of all one's forces,  
and to have all one's means of what-  
ever kind under command—all order; to  
discipline one's habits, one's efforts, one's  
wishes to organise one's life, to distribute one's  
time, to take the measure of one's duties and to  
make one's rights respected; to employ one's  
capital and resources, one's talent and one's  
chances profitably—all this belongs to and is  
included in the word order. Order means light  
and peace, inward liberty and free command  
over one's self; order is power. Aesthetic and  
moral beauty consist, the first in a true concep-  
tion of order, and the second in submission to  
it, and in the realisation of it, by, in, and around  
one's self. Order is man's greatest need and  
his true well-being."

Accuracy in observation, in statements and  
in transactions are absolutely necessary  
to all men of business. A wrong  
quotation in a contract, an error in  
rendering an account or in making an entry in  
the firm's books may result in considerable loss  
of time, if not money. Accuracy means pre-  
cision. It is the armament by which the busi-  
ness of man can be hit with monotonous yet  
gladly regularity. It is guaranteed to pass  
all commercial tests. It cannot be injured by  
the subtleties of legal quibbling. It is im-  
pregnable, and, since it is attain-  
able by the exercise of moderate care, should be  
the invariable testimony to the efficient organisa-  
tion of every business house. The need for  
accuracy is not limited to matters of account.  
Accuracy is the truth. It should be present in  
the terms of all contracts—oral or written. It  
is the main line to the terminus of all successful  
activities; just as much as tergiversation, word-  
twisting and tellers of half-truths pave the  
way to the ditch of destruction.

Tact is a qualification often little understood,  
and sometimes most grossly misinterpreted,  
as the habit of lying, and deception and mis-  
representation. The word tact, which has many  
synonyms, I shall define as the ability to do  
the right, or most expedient thing, at the  
correct moment; or, if you prefer it, a keen  
perception in seeing or doing exactly what is  
best in any circumstances over which no time  
is available for pondering. Tact in the man of  
business is the exact counterpart of that quality  
in naval and military commanders which en-  
ables the formation of quick judgments. Did  
not Nelson exhibit tact in excellence—knowing  
his own powers—when he turned his "blind  
eye" to a signal with which he did not agree?  
He won, and was content to let explanations  
follow. His tact urged him to seize an oppor-  
tunity. The simile can be applied to many  
similar situations in commercial life. The  
difference between talent and tact. For example,  
Talent is something, but tact is everything;  
talent is serious, sober, grave, and respectable.  
Tact is all that and more; too it is not a sixth  
sense, but it is the life of all the five; it is the  
open eye, the quick ear, the judging taste,  
the keen smell, the lively touch; it is the inter-  
preter of all riddles, the surmounter of all  
difficulties, the remover of all obstacles; it is  
useful in solitude, for it shows a man his way  
into the world; it is useful in society, for it  
shows him his way through the world. Talent  
is power—talent is skill; talent is weight—  
talent is momentum; talent knows what to  
do—talent knows how to do it; talent  
makes a man respectable—talent makes him  
respected; talent is wealth—talent is  
ready money. For all the practical purposes  
of life tact carries it against talent,  
ten to one. Every man in business should  
possess the quality of tact, as without it he will  
not succeed where he should. By this qualification  
the business man knows exactly how to deal  
with and handle those with whom he comes in  
contact, whether it be his staff, a purchaser, or  
a seller, or whether a person be argumentative,  
difficult to please, bad tempered, proud or con-  
ceited, smarting under some sense of injustice,  
lack of courtesy displayed towards him by  
others, or what not. Tact is largely an  
intuitive gift; it may be improved by prac-  
tice; to some extent even it may be  
acquired by those who care to cultivate it.  
But the ground from which it is grown  
must be saturated with infinite courtesy; it  
must be kept sweet and wholesome by the con-  
stant addition to it of the sweepings of experi-  
ence; it must not be encumbered with the weeds

of ancient formulas, nor be soured by the in-  
trusion of deleterious drinkings from the  
domains of the degenerates.

Punctuality and Regularity in business are  
absolutely necessary. Fortunately they are  
within the range of all who care to take  
the trouble to practise them. The employee who  
at all times can be depended upon to  
attend regularly and punctually at business,  
whether supervised or not, the trader who can  
be depended upon promptly to execute orders  
and deliver his goods; the debtor who can  
be depended upon for the prompt payment of his  
account; and the man who promptly keeps his  
appointments of all kinds, are not only acqui-  
sitions to any enterprise, but are in a position  
to obtain better terms and conditions than those  
who are unpunctual and irregular in their habits  
and dealings. These qualities must therefore  
materially add to the success of any business in  
which they predominate, or are the invariable  
rule.

Initiative is the quality which initiates, or  
gives birth or beginning to thought or actions,  
and is of all business qualifications the rarest.  
It is initiative that our great industries and  
commercial enterprises are due, and without  
which they would decay. Capitalists of all  
grades and classes are ever on the look-out for  
the man with initiative, in order that they may  
add to their wealth by giving scope to new  
ideas. The man of initiative is never at a loss  
for a living. Under whatever circumstances  
he may be placed, and whatever may be his  
difficulties, he will always find a means to earn  
something, and thus reach the halfway  
house to a solution of his problems. The  
employee who has the opportunity, and  
who can show his employer how to improve his  
business by new or improved methods, how to  
secure new markets and extend his customers,  
how to economise in time and material or ex-  
penditure, or how to increase the profits or  
revenue of a concern, is the man who will  
ultimately merit a position of trust or make a  
start for himself as an enterprising man. Men lacking  
initiative must always be servants; they must  
remain in the rank and file content automatically  
to carry out orders. Thinking, in, out, round  
and about, is a mental exercise in which they  
never indulge. Such are those who are constantly  
meeting who complain that they have fallen  
into a rut—who go round the clock ex-  
ecuting as much intelligently as the hands  
on the face of that mechanism. They  
never stop to enquire as to the force  
which impels them on their path. Yet, if they  
would find it initiative—the power to con-  
ceive new ideas, to conceive, to organise and to  
re-organise, to break from the "Puffing-Billy"  
of tradition and to run in its place one of the  
mammoth of efficiency better suited to our  
more advanced times. Initiative is the mighty  
layer of new tracks without which commerce  
would remain stagnant, production would  
lag behind, and the world's economic fabric would  
perish from dry rot.

Sobriety is no doubt necessary in business, but  
it is a regrettable fact that it is one of those  
qualities which all do not possess. Sobriety  
damps the man as plumbly as intoxication  
leaves his mark on those who are unfortunate and  
not of sober habits. The man of temperate  
habits as a rule has greater staying power, is  
more reliable and self-respecting, and is more  
often ready and is better able to face with calm  
judgment the many difficulties which arise in  
business. But intemperance is not limited to  
the consumption of alcoholic liquors. Not  
much in front of the inveterate tippler is the  
food of glutton. His manners are almost always  
coarse and sometimes coarse, and, then,  
those of the victim of alcoholism. As Henry  
George, in an eloquent passage of his "Poverty  
and Progress"—a book which you would be  
more interested to read now than we have a  
Lloyd George as Chancellor of the Exchequer  
than you would have been at the time of its  
appearance 30 years ago said:—"Held down  
to lower forms of desire, man's aspirations grow;  
twelve hours turn on spits that Antony's mouth-  
ful of meat shall be done to fatten; all treasures  
of Arabia smacked to taste; Glouceter's charmes,  
hanging gardens and palaces that rival the hills  
arise. The animalism and grossness of the glutton  
are in no respect less than the conduct and  
neglect resulting from the dull and weakened  
intellect of the chronic inebriate. Both are  
vices, at all events, to be studiously avoided by  
those who are bent on making their mark in the  
exactest commercial sphere."

Hard Work is by no means the least quality  
which is essential to a successful career. The  
quality is fortunately within the reach of all who  
may be blessed with health and strength. Person-  
ally, I think I ought to have placed hard work  
immediately after good character as a prime  
requirement for business. If I had to choose  
between cleverness and aptitude for hard work,  
I think my choice would fall on the  
latter. A youth who is hard-working  
will take advantage of every opportunity  
in business, will always be fitting himself for  
a higher position, will not be content with just  
filling the position he has, but will be constantly  
adding to his knowledge and qualifying himself  
to fill one of the many openings which may at  
any moment become vacant. He will not acru-

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ple to "keep his nose to the grindstone," if he  
recognises that his seniors appreciate that he is  
doing credit to his position, whilst preparing  
for something better, he will not be content to  
be a mere clerk, a shorthand-typist or a book-  
keeper, etc., but will strive till he is capable of  
stepping into a position that may present  
itself.

There is no royal road to success, but the first  
step towards attaining it is a determination to  
play a first and leading part in whatever position  
you may occupy. Cultivate a confidence—not a  
conceit—in your own power to overcome diffi-  
culties. Remember that you have entered upon  
a career with boundless possibilities. Unlike a  
profession, commerce has no limitation, and is  
not ruled by doubtful etiquette, old and  
musty formulas, or in any way circumscribed.  
The whole world is at your service and success  
within your reach. Therefore enter upon your  
business life full of hope and courage, and  
prepared to follow the good advice and ex-  
perience of many of your friends. A com-  
mercial career is one which will bring into  
proper use all the moral and intellectual  
faculties you may possess; it will broaden and  
extend your view, by creating true in the  
place of false sentiment; this in turn will give  
full play to courage—true virtue which is the  
attribute of every true Britisher, that admits  
no defeat until all is lost, that looks facts in the  
face and grapples courageously with difficulties  
as they occur, knowing that should failure result  
it is not all loss, for out of failure a youth  
will learn many important lessons that may  
lead ultimately to greater success. It is in this  
virtue of courage, which enables him to regard  
success or failure with equanimity, that has  
helped to mould that fine type of British  
business man of which we as Britishers, with  
every other nation of the earth, are equally

prond, and which will inoculate those habits of  
fair dealing, patience, good temper, hard work  
and self-discipline, directed by practical common-  
sense that are so essential to success in business.  
(To be Continued.)

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Cargo remaining undelivered on FRIDAY,  
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signees' risk and expense and delivery must then  
be taken from Company's Godown.

No Fire Insurance whatever will be effected.  
No Claims will be recognised after the Goods  
have left the Steamer or Godown, and all Goods  
remaining undelivered on TUESDAY, the 31st  
inst., afternoon, will be subject to rent and  
landing charges.

All claims and otherwise damaged Cargo to be  
left on board or Godown, and examination of  
same to be arranged.  
All Claims must be filed on or before  
TUESDAY, the 7th Nov., otherwise they will  
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K. MATSUDA,  
Agent.  
Hongkong, 24th October, 1911. [1290]

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## HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

October 2nd.

## WIRELESS TELEGRAPHY.

According to the Bern International Telegraphic Bureau the use of wireless telegraphy has increased as follows:—On January 1st, 1907, there were but 92 land stations and 416 ships working same; on January 1st, 1910, 136 land stations and 619 ships; on January 1st, 1911, 212 land stations and 988 ships.

## THE WOOL INDUSTRY.

The German wool industry has made tremendous strides since 1871. In the last 20 years alone the number of spindles has increased fourfold and the consumption of the raw material in 1910 reached 200,000 tons, in fact, Germany is now the largest wool consuming State but one. The reverse of the medal is rather depressing. Whereas there were 27 million sheep in Germany in 1870, their number now will barely reach 7 millions, of which besides a large portion bred for meat supply only, and yields no wool fit for spinning purposes. It appears that land here can be used more profitably for other purposes, especially since Australia, British South Africa and Argentina have come to the fore with such large quantities of wool, and at prices which would hardly pay any but the most scientific of German breeders. A syndicate was therefore formed in 1909 to develop sheep breeding for wool purposes in German South Africa. Up to then sheep out there were mainly bred for their meat, but it is to be hoped that as the start has been made (the number of sheep there now is about 30,000), the cultivation will increase sufficiently in time to render the German wool-spinner more or less independent of other foreign supplies.

## GERMAN COLONIES IN AFRICA.

Altogether prospects in the German colonies in Africa are improving considerably—as evidence may be seen, for instance, from the export figures from Togo, West Africa, for the seven months—January 1st to July 31st, 1911. Exports of palm kernels reached 7,000 tons, palm oil 2,500 (these two mainly thanks to the railway development there), cotton 440 tons, copra 95 tons, coconuts 95 tons, rubber 77 tons, some Indian cotton and some live stock.

## COTTON IN UGANDA.

The cultivation of cotton in Uganda, British South Africa, is proceeding in a most promising way, as shown by the exports from there of cotton, cotton seed and cotton seed oil, which in 1910-11 were more than four times as large as in 1908-9, viz., in value £169,000 as against £41,000. The cotton is grown by natives on small allotments and the Government is doing its utmost to encourage this branch of agriculture. Not only do they supply the seed free of charge, but they see to it that the seed is sown at the right time (between May and August); moreover, 14 Government officials are continually travelling about all over the district in order to help the natives with their advice where needed. For the "best" buyer has to have a Government licence, and should it be found out that he has taken undue advantage of the native in the matter of price, that licence is at once withdrawn.

With the progress of civilisation Africa generally seems to have a splendid future before it, and it is well known that apart from her own colonies one of Germany's favourite outlets for trade is there.

## GERMAN TRADE WITH MOROCCO.

Germany's exports to that country have risen from one and a half million Marks in 1901 to 55 million Marks in value in 1910, of which by far the largest item was beet-sugar. The imports from there into Germany in the same period rose from 3½ to 9 millions of Marks in value, principally represented by almonds, sheep's wool, goat skins, barley and linseed, but there was also wax, beans, dates, etc., and a little of the Franco-German Morocco question seems to be in a fair way of settlement, but another dark cloud has not only arisen but actually burst.

## LABOUR TROUBLES.

Labour troubles still hold their sway both in Great Britain and Austria as to the railways, and in England, moreover, a general strike by the coal miners is threatened. In a lesser degree even German employers have suffered from difficulties with their hands, and Socialism here, as in England, continues in its endeavours to stir up the masses against the classes.

## SUGAR.

According to the expert Dr. Licht, the rainy weather we are having now is helping the beetroot plant by loosening the soil and increasing the size of the root, hence September deliveries of beet sugar finished lower at 17.60 Marks, and later months also marked a decline, but have since rallied.

## COTTON.

Cotton has been in a very bad way this last fortnight, partly owing to politics, but principally to the enormous receipts at the American ports and increasing crop estimates (up to 15 million bales). Middling on the spot in Liverpool the last day of September was quoted 5.86d. per pound against 6.92d. on the 31st of August. Yesterday the U. S. Agricultural Bureau Report appeared giving the condition of the cotton plant as 71.1 per cent. against 73.2 at the end of August, which again is looked upon as a bearish factor, and December deliveries in Liverpool to-day opened at only 5.30d. per pound.

The drop in cotton has suited Manchester admirably so far, as manufacturers are heavily under contract for both years and cloth, but whether buyers will continue quite so eager in the face of cheap cotton is more than doubtful. Trade on the Continent at all events is very slow both for yarns and cloth, notwithstanding that Alsatian spinners are said to have considerably reduced their prices.

Before closing I would mention two topics of a pleasant nature, and perhaps more general interest.

## KRUPP WORKS.

On the 19th of August I gave you an exhaustive account of this wonderful undertaking and can add now that on the 20th November, ter it will be just a hundred years old. Friedrich Krupp was the founder, but as it was his son Alfred, born on the 26th of April, 1812, who really brought the business to its great state of prosperity, it is intended to celebrate the two centenary jubilee together on the latter date in 1912.

## HAMBURG-AMERICA LINE.

Herr Adolph Sturm celebrated last week the 25th anniversary of his activity with that firm. He joined it in 1836, and since 1888 has been managing the Passenger Department of this important concern, with what success is a matter of world-wide fame, second only to that of Herr Ballin, the Director-General of the Line.

It is worth noting that Herr Ballin has just concluded an agreement of some duration with the American Banana Shipping Co. for the banana fruit trade from Central America.

NOTICE—GERMAN LINE.—This Company has recently given an order for the construction of four new passenger and cargo steamers for the River Plate service.

## RUBBER SHARES.

## SINGAPORE QUOTATIONS.

Singapore, October 16, 1911.

[Messrs. LYTAL AND EVATT'S LIST.]

Nom. Value. Buyers. Sellers.

2s Allagar ... 542 3/8

2s Options ... 1s 10/10

2s Anglo-Java ... 4s 4 1/2

1s Anglo-Johore ... 6s 7/8

2s Anglo-Malay ... 5s 10/16 1/2

2s Anglo-Sumatra ... 5s 7/8 6/7 1/2

1s Ayer Kuning ... 17/6 2 1/2

1s Banteng ... 40s 4 1/2

2s Batak ... 16 1/2

2s Batak ... 21 1/2 23 1/2

2s Batak ... 70s 7/8

1s Batak ... 17/6 20 1/2

1s Bukit Kijang ... 42/6 43 1/2

1s Bukit Lintang ... 72/6 80s

2s Bukit Mertajam ... 25s 25 1/2

2s Bukit Rajah ... 25s 25 1/2

2s Bukit Salangor 1s 3d ... 1s 3d 40 1/2

2s Carey United 5s p.d. ... 17/6 18 1/2

1s Castlefield ... 17/6 18 1/2

2s Chersonese ... 32 1/2 34 1/2

2s Chersonese options ... 1s 1 1/2

2s Chongprad ... 1s 1 1/2

2s Clocly Ord ... 29s 34s

2s Consolidated Malay ... 15s 16 1/2

2s Damansara ... 95s 106 1/2

1s Dennistown ... 22s 24 1/2

2s Edinburgh ... 8s 9 1/2

2s Edinburgh Selangor ... 180s 210 1/2

2s Galang Besar ... 63/6 80 1/2

2s Galang Besar ... 76 1/2 87 1/2

1s Golden Hope ... 6/9 7/9

1s Harpenden ... 172 1/2 173

2s Heawood ... 4/3 4 1/2

2s Highlands &amp; Lowlands ... 74 1/2 75 1/2

1s Inch Kenneth ... 140s 152 1/2

2s Jasin ... 1s 1 1/2

2s Johore R. Lands 10s p.d. ... 10s 10 1/2

1s Jura ... 11s 14s

2s Kampong Kwantang ... 26 1/2 34 1/2

2s Kamuning 1s p.d. ... 54 1/2 65 1/2

2s Kapar Para ... 127 1/2 142 1/2

1s Kapitigalla ... 89s 100s

1s Kepong ... 110s 122 1/2

2s Kota Tinggi ... 110 1/2 2s 1/2

2s Kuala Lumpur ... 111 1/2 121 1/2

2s Labu (F.M.S.) ... 9s 10s

2s Landeron ... 65s 69 1/2

1s Ledbury f.p.d. ... 55s 60 1/2

1s " 12s 6 p.d. ... 55s 60 1/2

2s Linggi Ord ... 35s 36 1/2

2s Lohas Astatio ... 35s 36 1/2

2s Lumat 1s p.d. ... 137 1/2 148 1/2

2s Malacca 7 1/2 p.d. ... 143s 154 1/2

1s " Ord ... 34s 35 1/2

2s Merlimau ... 34s 35 1/2

2s Mount Austin ... 27 1/2 31 1/2

2s N. Hammock 1s 6 p.d. ... 58 1/2 65 1/2

2s Padang Jawa ... 2 1/2 2 1/2

2s Pataing ... 37 1/2 41 1/2

2s Pataing ... 37 1/2 41 1/2

2s Perak ... 56 1/2 76 1/2

2s Permas ... 15s 18 1/2

2s Port Dickson 1s 6 p.d. ... 82 1/2

1s R. East of Johore 1s p.d. ... 21s 28 1/2

2s R. East of Johore 1s p.d. ... 21s 28 1/2

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## WHAT NERVOUS PEOPLE SHOULD EAT.

## A SIMPLE ARRANGEMENT OF THE DIET SCHEME.

One of the most difficult problems confronting the nervous sufferer or his physician is what to eat. The reason is what people with nerves constantly suffer from nervous dyspepsia, a condition which is generally very difficult to cure.

Two facts stand out with perfect clearness in these cases. The first is that red meat of all kinds should be absolutely ruled out of the diet scheme, as being very much too stimulating for the nervous system.

The second is that from the remaining list of foods those should be selected which are bland in their nature and easily digestible. Pre-eminent among them are milk products, and supreme among milk products is Sanatogen. It is composed of the body-building portion of pure cow's milk, chemically combined with phosphorus in the exact form in which it is found in the nervous system. It is digested with the utmost ease and rapidity, and is assimilated without the least trouble and in the shortest possible time.

The result is that very soon after it has been taken it affects the whole nervous system so advantageously that the nervous sufferer becomes conscious of an unusual and altogether unaccustomed sensation of energy, a feeling of vitality and a sense of vigour to which he had long been a stranger. Unlike the stimulation produced by alcohol, this does not wear off with more or less rapidly, but persists for long time, while it is followed by no reaction, as is the case with alcohol, which makes the nervous sufferer "on edge"—to use a common expression—than before.

Sanatogen, in short, is the ideal food for nervous sufferers, and it has the additional advantage that it aids the digestion of other food. In this way it further improves the nutrition of the body, which is invariably in a poor condition among nervous sufferers. It thus plays a double part, each of which reinforces the other, so that the result never fails to be, in the highest degree, beneficial. Indeed, in proportion to the latitude from which nervous people always suffer in the tropics, is the sense of mental exhilaration and physical well-being which the regular use of Sanatogen ensures.

What it is capable of doing is strikingly shown by what it did in the case of Madame Seward, the distinguished English novelist, who writes:—Sanatogen has done everything for me which it is said to be able to do for cases of nervous debility and exhaustion. I began to take it three times a day after nearly four years' enforced idleness from extreme debility, and now (after only four months) I find myself able to enjoy both work and play again, and also able to do as much of both as I ever did.

Sanatogen can be obtained at all Chemists. [105-408]

## SHANGHAI SHARE QUOTATIONS.

ON 16TH OCTOBER, 1911.

[J. P. BISSER &amp; Co.'s List.]

COMPANY. PAID UP. QUOTATION.

Banking—

Hongkong &amp; Shanghai ... \$125 \$94, sales

Insurance—

Union Society C'n ... \$100 \$60, buyers

North China ... 45 \$12, buyers

Yantai Anson ... \$60 \$22, buyers

Canton ... \$70 \$22, buyers

Hongkong Marine ... \$80 \$80, buyers

China Fire ... \$20 \$20, buyers

Shipping—

Indo-China (pref) ... 45 \$14, 49, sellers

Shanghai (pref) ... 45 \$14, 49, sellers

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## SHIPPING

## ARRIVALS.

ANNU, British str., 1,350, J. B. Harris, 25th Oct.—Shanghai 22nd Oct., General—Butterfield & Swire.

ARCADIA, British str., 3,514, S. Barham, 26th Oct.—Bombay 11th Oct., Mails and General—P. & O. S. N. Co.

ASAH MARU, Japanese str., 1,920, Nakano, 26th Oct.—Fukuoka 20th Oct., Coal—Mitsui Bussan Kaisha.

BENARTY, British str., 2,510, J. D. Launce, 26th Oct.—London 11th Sept., General—Gibb, Livingston & Co.

CHUNSHANG, British str., 1,418, C. J. Matlock, 25th Oct.—Sundaland 23rd Oct., Timber—Jardine, Matheson & Co.

EMERALD OF INDIA, British str., 5,940, E. Beetham, 26th Oct.—Vancouver B.C., 4th Oct., Mails and General—C. P. R. Co.

FUKU MARU, Jap. str., 2,031, H. Tomimatsu, 25th Oct.—Mojji 19th Oct., Coal—Mitsui Bussan Kaisha.

GLENFALLOCH, British str., 1,534, Townsland, 26th Oct.—Singapore 20th Oct., General—Seang Tak Sang.

HANOI, French str., 773, G. Bonnier, 26th Oct.—Haiphong and Pukhoi 24th Oct., General—A. R. Marty.

HITACHI MARU, Japanese str., 6,715, T. Yamawaki, 26th Oct.—Europe, Singapore 20th Oct., General—Nippon Yusen Kaisha.

KONGSHANG, German str., 1,292, Beckwith, 26th Oct.—Bangkok and Swatow 25th Oct., Rice—Butterfield & Swire.

MACALON, British str., 4,242, J. W. Long, 26th Oct.—Liverpool and Singapore 20th Oct., General—Butterfield & Swire.

MEXICAN PRINCE, British str., 1,952, G. A. Jung, 25th Oct.—Shanghai 21st Oct., Kerosene oil—Asiatic Petroleum Co.

ROMANY, British str., 2,916, McDonnell, 25th Oct.—Shanghai 21st Oct.—Asiatic Petroleum Co.

SABINE, RICKMERS, German str., 2,562, H. Bundela, 26th Oct.—Port Natal 24th Sept., Cases petroleum—Standard Oil Co.

SINOAN, British str., 1,047, P. Jamieson, 26th Oct.—Haiphong 23rd and Hoihow 25th Oct., General—Butterfield & Swire.

TAIYU, Dutch str., 4,500, J. P. Solle, 26th Oct.—Milko 20th Oct., Coal and General—Java-China-Japan Line.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
26th October.

ARCADIA, British str., for Shanghai.

DAGNY, Norwegian str., for Hongkong.

HAIKONG, British str., for Swatow.

HAIKONG, German str., for Tientsin.

HITACHI MARU, Japanese str., for Kobe.

LOKANG, British str., for Shanghai.

## DEPARTURES.

26th October.

CHIMHUA, British str., for Shanghai.

HANGCHOW, British str., for Swatow.

KYOE MARU, Japanese str., for Anping.

MACALON, British str., for Shanghai.

SABINE RICKMERS, Dutch str., for Amoy.

SUNGKIAN, British str., for Haiphong.

## SHIPPING REPORT.

The British str. Anika reports: Light to moderate wind and fine weather.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The P. M. S. S. Co. str. Siberia from San Francisco was dispatched from Yokohama on the 22nd instant en route to Hongkong, and is due to arrive at Hongkong on the 31st inst.

The P. M. S. S. Co. str. China was dispatched from San Francisco on the 11th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 7th prox.

The P. M. S. S. Co. str. Manchuria was dispatched from San Francisco on the 17th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 17th prox.

THE AUSTRALIAN MAIL.  
The I.G.M. str. Coblenz left Sydney on the 21st instant, at 11 a.m., and may be expected here on or about the 13th prox.

THE GERMAN MAIL.  
The I.G.M. str. Prinzess Alice, carrying the German Mails with dates from Berlin of the 4th inst., left Colombo on the 22nd inst. p.m., and may be expected here on or about the 2nd prox.

THE INDIAN MAIL.  
The Apar str. Japan from Calcutta left Singapore on the 20th inst. afternoon, and may be expected here on or about the 30th inst.

The Indo-China str. Yamany left Calcutta for the Straits and Hongkong on the 23rd inst., and is due here on or about the 8th prox.

MERCANTILE STEAMERS.  
The Russian str. Sibir left Moji on the 13th inst. for this port, and is due to arrive here to-day.

The U. A. Line str. Senegambia left Shanghai on the 24th inst. a.m., and may be expected here to-day a.m.

The Philippines Co. str. Rabi left Manila on the 24th instant, and is due here to-day at daylight.

The N. Y. K. str. Ama Maru (American Line) left Kobe for this port via Moji and Shanghai on the 20th October, and is expected here on the 29th October.

The str. Glenvalley left Singapore on the 24th inst., and is due here on or about the 29th inst. p.m.

The Apar str. Arratoon left from Shanghai and Kobe left Moji on the 24th instant afternoon, and may be expected here on or about the 29th inst.

The T. K. K. str. Hongkong Maru sailed from Manzanillo on the 9th instant for Hongkong, and is expected to arrive at this port on or about the 27th prox.

The Mogul Line str. Letham left the United Kingdom on the 24th ult. for Hongkong via the Straits.

The O.S.K. str. Panama Maru from Tacoma left Yokohama for this port via Shanghai on the 20th inst., and is due here on or about the 2nd prox.

The Olof Wijk & Co. str. Peking left Port Said on the 8th inst., and is expected here on or about the 7th prox.

The N.Y.K. str. Ceylon Maru (Bombay Line) left Bombay for this port on the 20th inst., and is expected here on the 7th prox.

STEAMERS PASSED THE CANAL.  
Oct. 3rd—Carnarvonshire, E. E. Ferdinand, Macnam, Palermo, Indravelli, 7th—Achilles, Indravelli, Palermo, Sarcenia, Sootra, 10th—Benedict, Indravelli, Letham, Ningbo, Peking, Siphonia, Indravelli, 13th—Bulwer, Myagaki, Maru, Prinzess Alice, Sator, Tsurane, 17th—Moyuna, Myagaki, Nippon, Ping Sui, De-ayed through mutation, Katana, Sardinia, Alecia, 20th—Caledonia, Monmouthshire, Yangtze, Kansas, 24th—Benedict Denbighshire, Preussen.

ARRIVALS AT HOME.  
October 24th—Andria, Sazonia.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	To-morrow, at Noon
LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le Mare	P. & O. S. N. Co.	About 1st Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	FLINDERS	Brit. str.	—	G. C. Candy	JARDINE, MATHESON & Co., Ltd.	About 11th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	SACHSEN	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 11th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	ARCADIA	Ger. str.	k.w.	Kotso	HAMBURG-AMERICA LINE	On 16th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	On 6th Dec.
ROTTERDAM & HAMBURG via STRAITS, &c.	SENZAMBIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	To-morrow.
ROTTERDAM & HAMBURG via STRAITS, &c.	DAYERN	Ger. str.	k.w.	Sandstedt	HAMBURG-AMERICA LINE	On 8th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	FRIEDRICH	Ger. str.	k.w.	Wm. Thompson	HAMBURG-AMERICA LINE	On 21st Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	KAGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd Nov., at D'light
ROTTERDAM & HAMBURG via STRAITS, &c.	ATSUTA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd Nov., at D'light
ROTTERDAM & HAMBURG via STRAITS, &c.	TACOMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd Nov., at D'light
ROTTERDAM & HAMBURG via STRAITS, &c.	AWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd Nov., at D'light
ROTTERDAM & HAMBURG via STRAITS, &c.	PANAMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd Nov., at D'light
ROTTERDAM & HAMBURG via STRAITS, &c.	P. E. FRIEDRICH	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 22nd Nov., at D'light
ROTTERDAM & HAMBURG via STRAITS, &c.	CHINA	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 22nd Nov., at D'light
ROTTERDAM & HAMBURG via STRAITS, &c.	ERHOLD	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 22nd Nov., at D'light
ROTTERDAM & HAMBURG via STRAITS, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	S. Robinson	THE BANK LINE, LIMITED	On 1st Nov., at 11 a.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	STRAITLTON	Brit. str.	2 m.	J. S. Shaw	CANADIAN PACIFIC CO.	On 7th Nov., at 11 a.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	MONTEAGLE	Brit. str.	—	W. Davison	PACIFIC MAIL S.S. CO.	On 14th Nov., at 11 a.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	KORBA	Am. str.	—	—	NIPPON YUSEN KAISHA	On 1st Nov., at Noon
ROTTERDAM & HAMBURG via STRAITS, &c.	SHINTO MARU	Jap. str.	—	H. S. Smith	NIPPON YUSEN KAISHA	On 27th Nov., at 2 p.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	CHINA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 16th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 4th Nov., at 7 a.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	PRINZ WALDEMAR	Ger. str.	—	H. Brumer	NIPPON YUSEN KAISHA	On 21st Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	ST. ALBANS	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 30th Dec., at Noon
ROTTERDAM & HAMBURG via STRAITS, &c.	HONGKONG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Nov., at 1 p.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	MYAZAKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th Nov., at Noon
ROTTERDAM & HAMBURG via STRAITS, &c.	COBLENZ	Ger. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon
ROTTERDAM & HAMBURG via STRAITS, &c.	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 4th Nov., at 10 a.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	TJIKINI	Dut. str.	—	—	NIPPON YUSEN KAISHA	On 11th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	HUICHOW	Brit. str.	1 m.	Hooker	NIPPON YUSEN KAISHA	On 13th Dec., at Noon
ROTTERDAM & HAMBURG via STRAITS, &c.	LOKANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 9th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	ANNU	Brit. str.	1 m.	J. B. Harris	NIPPON YUSEN KAISHA	About 14th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	CHOYANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd Nov., at Noon
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 5th Nov., at D'light
ROTTERDAM & HAMBURG via STRAITS, &c.	PRINCESS ALICE	Ger. str.	—	Wm. Lloyd Jones	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	PALAWAN	Brit. str.	—	P. Groesch	NIPPON YUSEN KAISHA	On 2nd Nov., at Midnight
ROTTERDAM & HAMBURG via STRAITS, &c.	LIANAN	Brit. str.	—	P. E. Longden, R.N.R.	NIPPON YUSEN KAISHA	On 2nd Nov., at 4 p.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	CEYLON MARU	Jap. str.	1 m.	C. O. Williams	NIPPON YUSEN KAISHA	About 2nd Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	PEKING	Swed. str.	—	Tosawa	NIPPON YUSEN KAISHA	About 3rd Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	CEYLON	Swed. str.	—	—	NIPPON YUSEN KAISHA	On 4th Nov., at M'night
ROTTERDAM & HAMBURG via STRAITS, &c.	CEYLON	Dut. str.	—	Rooy	NIPPON YUSEN KAISHA	On 8th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	DAIJIN MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 10th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	SOSHU MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 7th Dec.
ROTTERDAM & HAMBURG via STRAITS, &c.	HAIYANG	Brit. str.	2 h.	J. W. Evans	NIPPON YUSEN KAISHA	Quick despatch.
ROTTERDAM & HAMBURG via STRAITS, &c.	HEITAN	Brit. str.	2 h.	J. S. Roach	NIPPON YUSEN KAISHA	On 29th inst., at 10 a.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	HAICHING	Brit. str.	—	W. O. Passmore	NIPPON YUSEN KAISHA	On 1st Nov., at 10 a.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	P. H. Rolfe	NIPPON YUSEN KAISHA	On 31st inst., at 11 a.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	S. Crosby	NIPPON YUSEN KAISHA	On 3rd Nov., at 11 a.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	Penelather	NIPPON YUSEN KAISHA	To-morrow, at 2 p.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst., at 4 p.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst., at 2 p.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 4th Nov., at 2 p.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 7th Nov., at 4 p.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 10th Nov., at 4 p.m.
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Noon
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 4th Nov., at Noon
ROTTERDAM & HAMBURG via STRAITS, &c.	CHENAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 8th Nov., at 9 a.m.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"P. E. FRIEDRICH," Capt. E. MALCHOW	16,000	Wednesday, 1st Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	"PRINCESS ALICE," Capt. P. GROECH	20,300	About 2nd Nov.
MANILA, ANGAUR, Y. A. P. NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	"PRINZ WALDEMAR," Capt. H. BREMER	6,000	Saturday, 4th Nov., 10 a.m.
KOBE AND YOKOHAMA	"COBLENZ," Capt. L. KLUGHEIT	6,750	About 14th Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphic, New System of Telefunken.

For Further Particulars, apply to  
**NORDDEUTSCHER LLOYD, MELOHRS & Co.,**  
GENERAL AGENTS HONGKONG AND CHINA.  
Hongkong, 21st October, 1911.

## PASSENGER SEASON 1912. NORDDEUTSCHER LLOYD. BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
Capt. A. AHLBORN.		
"DERFFLINGER"	17,300 "	ON FEBRUARY 21ST.
Capt. F. PROSCH.		
"PRINZ EITEL FRIEDRICH"	16,000 "	ON MARCH 5TH.
Capt. E. MALCHOW.		
"YORCK"	17,000 "	ON MARCH 20TH.
Capt. J. RANDELMANN.		
"PRINCESS ALICE"	20,300 "	ON APRIL 2ND.
Capt. P. GROECH.		
"LUETZOW"	17,300 "	ON APRIL 17TH.
Capt. J. BORTFELD.		
"KLEIST"	17,000 "	ON APRIL 30TH.
Capt. L. MAASS.		

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.  
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.  
All the Steamers of the European Line are fitted with Wireless Telegraphy (System Telefunken).  
EARLY BOOKING RECOMMENDED.  
For Further Particulars, apply to  
**MELOHRS & Co., GENERAL AGENTS.**  
Hongkong, 1st September, 1911. [1087]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.  
THE Steamship

"DEVANHA,"  
Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this for Bombay, TO-MORROW, the 28th Oct., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MACDONALD" 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay by the s.s. "MONROE" due in London on the 9th December, 1911.  
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
**E. A. HEWITT,**  
Superintendent,  
Hongkong, 26th October, 1911. [1]

"SHIRE" LINE OF STEAMERS, LTD.  
FOR LONDON AND ANTWERP.  
THE Steamship  
Capt. G. C. Candy, will be despatched for the above mentioned Ports about 11th November.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & Co., Ltd.**  
Agents.  
Hongkong, 16th October, 1911. [1296]

REGULAR STEAMSHIP SERVICE.  
(WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG.  
FOR BOSTON AND NEW YORK.  
S.S. "ERROLL" ... On or about 16th Nov.  
For Freight and further information, apply to  
**RODWEILL & Co., Ltd.,**  
Agents.  
Hongkong, 26th October, 1911. [1297]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.  
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIA, GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
THE Company's Steamship  
"CHINA,"  
Captain Pavissich, will be despatched as above on MONDAY, 27th Nov., 2 P.M.  
This Steamer has special accommodation for passengers, electric light and carries a doctor.  
For information as to Passage and Freight, apply to  
**SANDER, WIELER & Co.,**  
Agents,  
Princes' Buildings,  
Hongkong, 26th October, 1911. [13]

ON SALE.

MAIL TABLES FOR 1911.  
Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well as their destinations, of the dates of return Mails.  
Mounted on Card ... 30 Cents  
On Paper ... 50  
On Sale at the Hongkong Daily Press Office.  
Hongkong, 6th February, 1911.  
ON SALE.  
A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.  
For Demand Drafts on London on the day of, or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years.  
From 1874 to 1909.  
Price \$2 Cash. On sale at the "Daily Press" Office, or Local Booksellers.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.  
S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.  
From Hongkong.

From St. John.  
"EMPERESS OF INDIA" SAT., 4th Nov. "EMPERESS OF BRITAIN" Fri., 1st Dec.  
"EMPERESS OF JAPAN" SAT., 24th Dec. "EMPERESS OF BRITAIN" Fri., 29th Dec.  
"MONTEAGLE" SATURDAY, 30th Dec. 1912

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamship, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.  
Hongkong to London; 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
Intermediate on Steamers ..... 243 " 245.  
1st and 2nd Class Railway ..... 243 " 245.  
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Lines.  
R.M.S. "MONTEAGLE" or via Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
**D. W. GRADDOCK, General Traffic Agent for China.**  
Corner Pedder Street and Praya opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.  
Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works  
**TAIKOO DOCKYARD & ENGINEERING CO.**  
GRAVING DOCK  
78' x 88' x 34' 6"  
Pumps empty Dock in 24 hours.  
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.  
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100-TONS.  
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.  
Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office MANAGERS AND AGENTS.  
**BUTTERFIELD & SWIRE,**  
HONGKONG, CHINA AND JAPAN.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS {DEVANHA, ...}	Capt. W. R. Hickey, ...	Noon, 28th Oct.	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA, ...	About 1st Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	Capt. C. R. Longdon, ...	3rd Nov.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th October, 1911.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 28th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 31st Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 2nd Nov., 4 P.M.
SHANGHAI	"LINAN"	On 4th Nov., 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 5th Nov., 4 P.M.
MANILA, ILOILO and CEBU	"TEAN"	On 7th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINEUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.  
BUTTERFIELD & SWIRE, AGENTS.

For Freight or Passage apply to—  
Hongkong, 27th October, 1911.

## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 27th Oct., at 11 A.M.
"HAIYAN"	Capt. J. B. Houch	TUESDAY, 31st Oct., at 11 A.M.
"HAIYANG"	Capt. W. C. Passmore	FRIDAY, 3rd Nov., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LARPAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 25th October, 1911.

## HAMBURG-AMERIKA LINIE

### IN CONJUNCTION WITH

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

FOR SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. SLAVONIA	3rd Nov.
S.S. SCANDIA	16th Nov.
S.S. SPEZIA	2nd Dec.
S.S. SEGOVIA	14th Dec.
S.S. SILESIA	27th Dec.
S.S. AMERICA	10th Jan.
S.S. GOLDENFELS	24th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 25th October, 1911.

## INDO-CHINA S. NAV. CO., LD.

### PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"LOKSANG"	Friday, 27th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KIMSANG"	Saturday, 28th Oct., Noon.
MANILA	"YUENSANG"	Saturday, 28th Oct., 2 P.M.
SHANGHAI	"CHOYSANG"	Thursday, 2nd Nov., Noon.
BANDAKAN	"CHUNGSANG"	Saturday, 4th Nov., Noon.
MANILA	"LOONGSANG"	Saturday, 4th Nov., 2 P.M.

### RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NANSANG" and "FOOSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

## TOYO KISEN KAISHA.

### IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

#### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TERUYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.  
THE new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

#### INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

#### SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)  
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th Feb., at Noon 1912.
BUTO MARU	10,500	TUESDAY, 9th April, at Noon.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

#### FARES FROM HONGKONG:

To LONDON	£71-10-0
To VALPARAISO	£57-0-0
Fares by INTERMEDIATE STEAMER.	
To HONOLULU	£20-0-0
San Francisco	£25-0-0
Chicago	£36-10-0
New York	£40-0-0
LONDON via NEW YORK	£45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TERUYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to  
K. MATSUDA, AGENT,  
King's Building (Opposite Blake Pier).

## EST ASIATIQUE FRANCAIS

### MESSAGERIES MARITIMES, AGENTS.

#### MAIL SERVICE TO AND FROM

### TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Cataland.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 8th Nov., 1911, at 9 A.M.

For Passages and Freight apply to  
P. THOMAS, M.M. Co.'s AGENT.

## OSAKA SHOSEN KAISHA.

### REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA	"TACOMA MARU"	6,178	WED'DAY, 1st Nov., at 11 A.M.
VIA NAGASAKI, KOBE, YOKKAICHI, SHIMIZU AND YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 29th Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA	"PANAMA MARU"	6,059	TUESDAY, 14th Nov., at 11 A.M.
VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU, & YOKOHAMA			

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perols. Special attention given toward Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 8th Nov., at Daylight.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 22nd Nov., at Daylight.
	HITACHI MARU Capt. T. Yamawaki	7,000	WED'DAY, 6th Dec., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 4th Nov., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU Capt. Iizawa	7,000	TUESDAY, 7th Nov., at Noon.
	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 5th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 24th Nov., at Noon.
SHANGHAI MOJI and KOBE	CEYLON MARU Capt. Tawara	6,000	TUESDAY, 8th November.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 22nd Nov., at Noon.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. T. Murai	9,000	THURSDAY, 9th Nov., A.M.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen	7,000	WED'DAY, 31st October.

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

## NEW LINE OF STEAMERS

### BETWEEN KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days).

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The Next Steamer to sail from Hongkong—

"KIRIN MARU," TONS 4,000, CAPT. DEGUCHI, on 2nd Nov.

## 1912 PASSENGER SEASON 1912

### FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kowara	February 14th.
KAMO	9,000	F. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Murai	May 22nd.

### FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
INABA MARU	7,000	S. Tomimaga	February 27th.
TAMBA	7,000	K. Ned	March 13th.
SANUKI	7,000	T. Iizawa	April 27th.
AWA	7,000	S. Tomimaga	April 27th.
INABA	7,000	S. Tomimaga	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

[1061-14-40]

## PENINSULAR & ORIENTAL

### STEAM NAVIGATION CO.

#### HOMEWARD PASSENGER SEASON, 1912.

#### PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE .....	7500	February 3	MANTUA .....	11000	March 2	March 8
HIMALAYA .....	7000	February 17	MACEDONIA .....	10500	March 16	March 22
DELHI .....	8000	March 2	MOREA .....	11000	March 30	April 5
INDIA .....	8000	March 16	Through Steamer		April 13	April 19
DEVANHA .....	8000	March 30	MOLDAVIA .....	11000	April 27	May 3
DELTA .....	8000	April 13	MALJOJA .....	12500	May 11	May 17
ASSAYE .....	7500	April 27	MONGOLIA .....	10000	May 25	May 31
DELHI .....	8000	May 11	MALWA .....	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:  
1st SALOON £71.10 SINGLE £136.14 RETURN £248.8  
2nd £42.8

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave	Due
HONGKONG		LONDON
NYANZA	about 7	about 22
NILE	February 7	March 13
NUBIA	March 3	April 19
SUMATEA	April 17	May 31
NAMUR	May 1	June 14
PALAWAN	May 15	June 28



## TEPLITZ WATER

NOW IN STOCK

\$18 PER CASE OF 100 PINTS.

FREE DELIVERY TO ANY HOUSE IN HONGKONG AND KOWLOON.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 27th October, 1911.

## SCHWABINGER BEER.

OBTAINABLE FROM STOCK

AT \$19.50 PER CASE OF 48 QUARTS OR 72 PINTS.

JUST TRY IT

AT THE

GRAND HOTEL'S BAR!

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 27th October, 1911.



Hongkong, 27th October, 1911.

## POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The *Devanka*, with the Siberian Mail, is due to arrive here to-day.The *Princess Alice*, with the German Mail, left Colombo on Sunday, the 22nd inst., and may be expected here on or about Thursday, the 2nd November.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office on Friday, the 10th of November, 1911, at 5 p.m. This Parcel Mail is due in London on or about the 15th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded by Mail but with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Buttons or Badges, Carved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

FOR	PER	DATE
Swatow, Amoy and Foochow	Friday	27th, 10.00 A.M.
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle	Friday	27th, 11.00 A.M.
Macao	Friday	27th, 1.15 P.M.
Nagasaki, Kobe and Yokohama	Friday	27th, 2.00 P.M.
Shanghai	Friday	27th, 3.00 P.M.
Swatow	Friday	27th, 4.00 P.M.
Moji	Friday	27th, 5.00 P.M.
Hongkong	Saturday	28th, 8.00 A.M.
Manila, Cebu and Iloilo	Saturday	28th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Saturday	28th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE	Saturday	28th, 10.00 A.M.
Singapore, Penang and Calcutta	Saturday	28th, 10.00 A.M.
Batavia, Cheribon, Samarang, and Sourabaya	Saturday	28th, 10.00 A.M.
EUROPE, &c., INDIA VIA TATTOON	Saturday	28th, 10.00 A.M.
(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
The Parcel Mail will be closed to-day, at 5 P.M.		
Manila	Saturday	28th, 1.00 P.M.
Cebu and Iloilo	Saturday	28th, 1.15 P.M.
Macao	Saturday	28th, 1.15 P.M.
SHANGHAI	Saturday	28th, 1.15 P.M.
SIBERIAN MAIL TO EUROPE	Saturday	28th, 1.15 P.M.
Swatow, Amoy and Tamsui	Sunday	29th, 9.00 A.M.
Macao	Sunday	29th, 1.15 P.M.
Manila, Cebu and Iloilo	Monday	30th, 3.00 P.M.
Swatow, Amoy and Foochow	Tuesday	31st, 11.00 A.M.
Singapore	Tuesday	31st, 11.00 A.M.
Macao	Tuesday	31st, 1.15 P.M.
Manila, Cebu and Iloilo	Tuesday	31st, 3.00 P.M.
NAGASAKI, KOBE, YOKOHAMA, TOKIO, VICTORIA and TACOMA	Wednesday	1st, 10.00 A.M.
EUROPE, &c., INDIA VIA TATTOON	Wednesday	1st, 10.00 A.M.
(Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.)		
Batavia, Cheribon, Samarang, and Sourabaya	Wednesday	1st, 10.00 A.M.
Singapore, Penang and Calcutta	Wednesday	1st, 10.00 A.M.
Shanghai	Thursday	2nd, 11.00 A.M.
Swatow, Amoy and Foochow	Thursday	2nd, 3.00 P.M.
Manila, Cebu and Iloilo	Friday	3rd, 10.00 A.M.

## COMMERCIAL.

## EXCHANGE

## CLOSING QUOTATIONS.

On	October 26th.
On LONDON—	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days' sight	1/10 1/2
Bank Bills, at 4 months' sight	1/10 1/2
Credits, at 4 months' sight	1/10 1/2
Documentary Bills 4 months' sight	1/10 1/2
On PARIS—	
Bank Bills, on demand	232
Credits, at 4 months' sight	236 1/2
On GERMANY—	
On demand	189
On NEW YORK—	
Bank Bills, on demand	447
Credits, at 60 days' sight	456
On BOMBAY—	
Telegraphic Transfer	137 1/2
Bank, on demand	137 1/2
On CALCUTTA—	
Telegraphic Transfer	137 1/2
Bank, on demand	137 1/2
On SHANGHAI—	
Bank, at sight	75 1/2
Private, 30 days' sight	76
On YOKOHAMA—	
On demand	90
On MANILA—	
On demand—Pesos	90
On SINGAPORE—	
On demand	78 1/2
On BATAVIA—	
On demand	110 1/2
On HAIPHONG—	
On demand	3 1/2 p.m.
On SAIGON—	
On demand	82 1/2
On BANGKOK—	
On demand	82 1/2
Southern Bank's Buying Rate	\$10.80
GOLD LAY, 100 fine, per ton	\$56.70
BAR SILVER, per oz.	25 1/4

## SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces.....\$6.34 discount.
Chinese	10 ".....\$6.63 "
Hongkong	20 ".....\$6.86 "
Hongkong	10 ".....\$6.10 "

## SHARE LIST—QUOTATIONS.

HONGKONG, OCTOBER 26TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$887 1/2, sellers
China Bank Corporation, Limited	60,000	\$12	all	\$101
China Light and Power Company, Limited	50,000	\$5	all	\$1.70, sellers
China Merchants Bank, Limited	50,000	\$1	all	\$8 1/2
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2
COTTON MILLS—				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 95
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 51 r
Leong-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 71
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 30 r
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21 1/2, sellers
DOCK AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$5 1/2	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 59 1/2
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85 1/2
Green Island Cement Co., Limited	400,000	\$10	all	\$15, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$27 1/2
Hongkong Electric Co., Limited	60,000	\$10	all	\$23
Hongkong Hotel Company, Limited	12,000	\$50 1/2	all	\$119
Manila Metropolitan Hotel Limited	8,000	\$25	all	\$75
Hongkong Ice Company, Limited	15,000	\$10	all	\$11
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$165, sales
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$18, buyers
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$200, or div.
China Fire Insurance Co., Limited	20,000	\$100	all	\$127
China Trade Insurance Co., Limited	20,000	\$25 1/2	all	\$25
Hongkong Fire Insurance Co., Limited	3,000	\$250	all	\$150, sellers
North-China Insurance Co., Limited	10,000	\$15	all	\$5, buyers
Union Insurance Society, Limited	12,000	\$250	all	\$245, buyers
Yangtze Insurance Association, Limited	12,000	\$100	all	\$225, @ Ex 75
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$105, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$23, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 104
West Point Building Co., Limited	12,500	\$50	all	\$47, sales
Mining—				
Société Française des Charbonnages du Tonkin	15,000	Fcs. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	20,000	\$1	all	\$5 1/2, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2
Philippine Co., Limited	50,000	\$10	all	\$1, buyers
RAFFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$134, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$35, sellers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21 1/2
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$55, sel. @ 15/16
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$1 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$17
South China Morning Post, Limited	10,000	\$25	all	\$25
Steam Laundry Company, Limited	20,000	\$5	all	\$5, buyers
STOKES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$23
A. S. Watson & Co., Limited	90,000	\$10	all	\$5 1/2
Wiesmann, Limited	1,000	\$10	all	\$15
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asiatic Oriental Agency, Limited	9,900 ordy.	\$10	all	\$4
Union Waterboat Co., Limited	100 fiders	\$10	all	\$300
RUBBER—				
Para Rubber in London				4/3 per lb.
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

## W. H. ALLEN, SONS &amp; CO., LTD.

QUEEN'S ENGINEERING WORKS, BEDFORD.

Makers of

THE "CONQUEROR"

Centrifugal, Pumping Machinery,  
Ordinary and Turbine Type,  
Steam, Motor and Belt Driven.

High Efficiency Condensing Equipment.

ENCLOSED ENGINES  
Marine Installations in Combination with  
Dynamos, Pumps and Fans.IRRIGATION and Drainage Pumping  
Machinery.

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Bouton Rouge

and Felucca

A LUXURY TO  
THE MAN  
OF TASTE

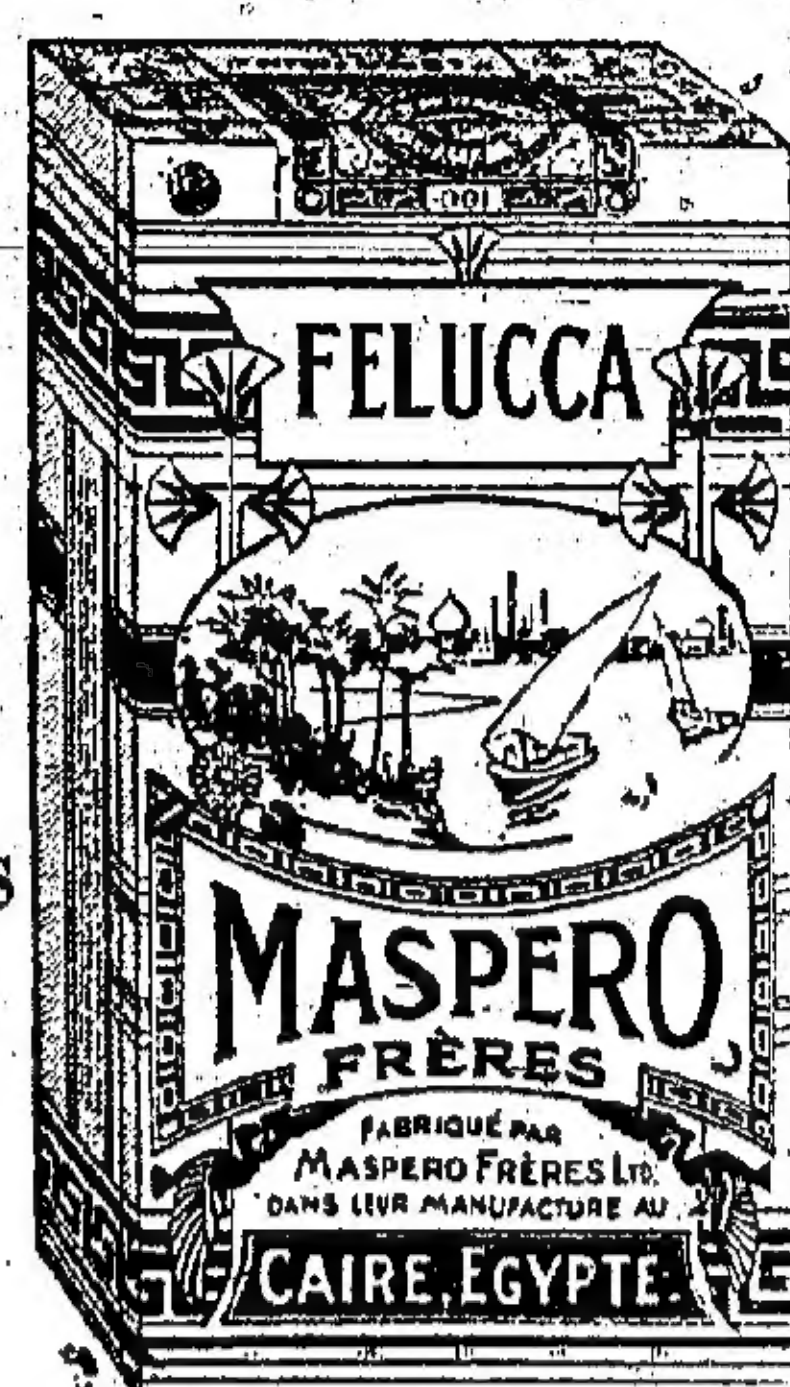
IN 50's &amp; 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.

THE NESTLÉ & ANGLO-SWISS  
CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product on the above  
Company is its

Milkmaid

BRAND

Milk



GUARANTEED

FULL CREAM.

LARGEST SALE

IN THE

WORLD.

STERILIZED  
NATURAL MILK.

A trial of which will satisfy you of its

EXCELLENCE.

PRICE:

20 Cents Per Tin.

\$2.30 Per Doz. Tins.

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ON SALE AT—  
LANE, CRAWFORD & Co.  
SWAN TIE, Queen's Road Central.  
CHEONG YEE, Queen's Road Central.  
MAN YUEN, Queen's Road Central.  
NAM HING LOONG, Queen's Road Central.  
MUTUAL STORES, Queen's Road Central.  
HONGKONG CO-OPERATIVE SOCIETY,  
11, Caine Road.A VALUABLE TIP  
TO SPORTSMEN.To meet the requirements of Shooting and Yachting Parties we  
have now placed on the Market small Pocket Flasks with  
Aluminium Cup attached filled with our well-known brands of  
Whiskies, viz.:Perfection, G. P., King George IV., Club and Ye Auld Town.  
No Sportsman should be without one, as he will find it invaluable  
in cases of sickness and over-fatigue.

Price, including Flask ... each 60 cts.

H. PRICE &amp; CO., LTD.,

WINE MERCHANTS,

12, QUEEN'S ROAD, CENTRAL.

Telephone No. 135.

## MAILS VIA SIBERIA.

Date	Due
October 7th.	October 24th.
October 11th.	October 27th.

9 P.M.—Boxing at City Hall.

## FORTHCOMING EVENTS.

Monday, 30th Oct.—Auction of King Edward  
Hotel Furniture, &c., at Sales Room, by  
Messrs. Hughes & Brough, 3 F.M.  
Wednesday, 1st Nov.—Meeting of the Licensing  
Board in the Council Chamber, 2.15 p.m.  
Thursday, 2nd Nov.—First Annual General  
Meeting of Sze Hai Tong Rubber &  
Co., Ltd., 4.30 p.m.

## NOTICE TO KOWLOON RESIDENTS

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Messrs. HUNG CHEONG, Haiphong Road

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A Comprehensive and Complete Record

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HONGKONG WEEKLY

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ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, January to June,

1911. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS,"

Hongkong, 2nd August, 1911.

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